



SACRAMENTO REGION

Blueprint

TRANSPORTATION / LAND USE STUDY



Regional Scenario Building Process



- Base Case Future (for region)
- Neighborhood Scale scenarios
- County Scale scenarios
- Regional Scale scenarios
- Preferred Scenario

AMOUNT OF GROWTH

Through 2050

People

1.7 Million

Jobs

1 Million

Dwellings

840,000

0 .5 1 1.5 2

Data from Center for the Continuing Study of the California Economy

GROWTH IN HOUSEHOLDS

Through 2050

55 Years and Over

67%

With Children

21%

0 10 20 30 40 50 60 70 80 90 100

Data from Center for the Continuing Study of the California Economy

Smart Growth Principles



- Housing Choice
- Transportation Choice
- Compact Development
- Use Existing Assets
- Mix Uses
- High Quality Design
- Protect Natural Resources

Citizen Input -Over 5,000 participants at workshops and forums

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Regional Forum 2004 – 1400 people

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Sacramento Area Council of Governments • Valley Vision

Elected Officials Summit – Oct. '04

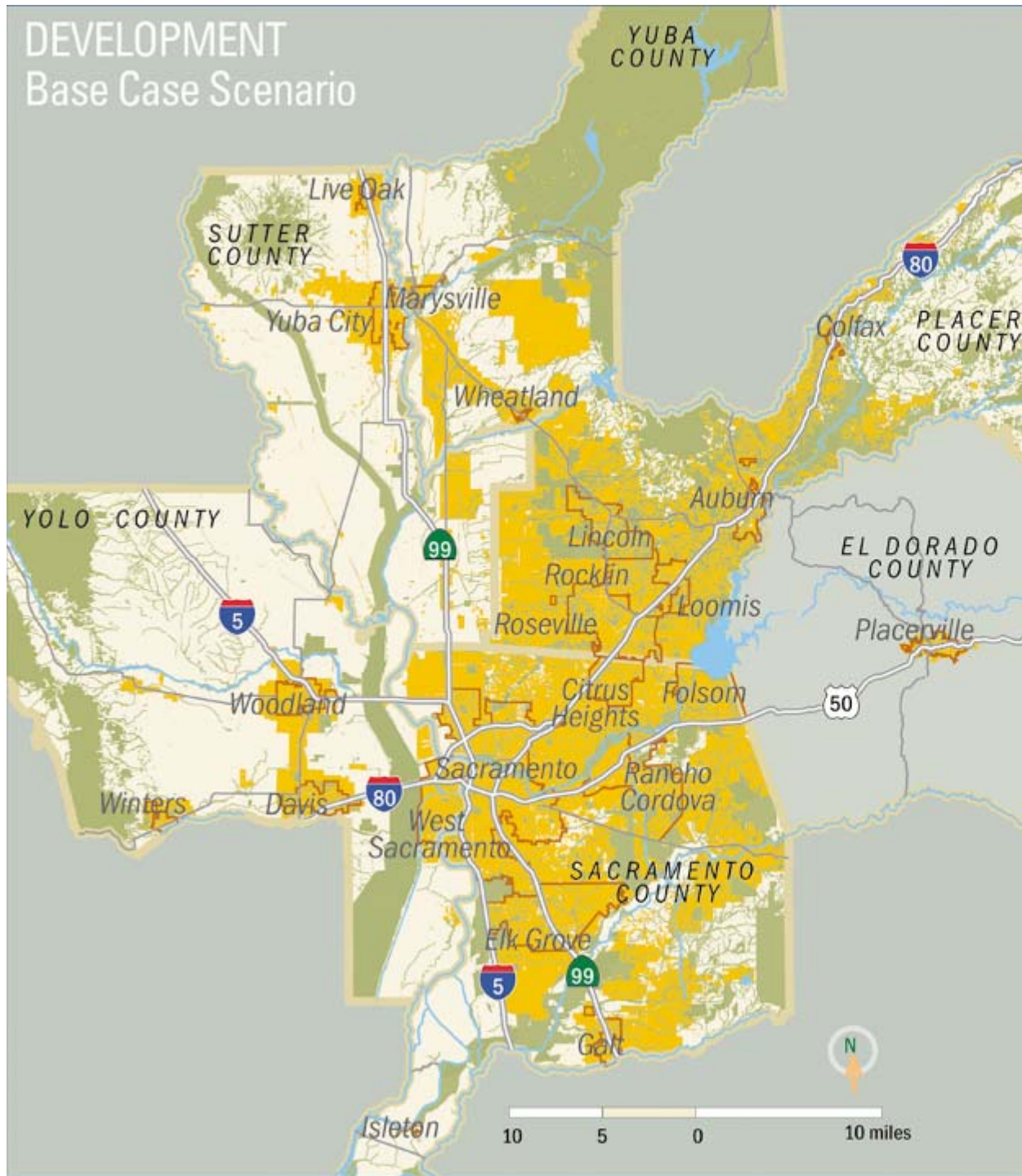
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DEVELOPMENT

Base Case Scenario



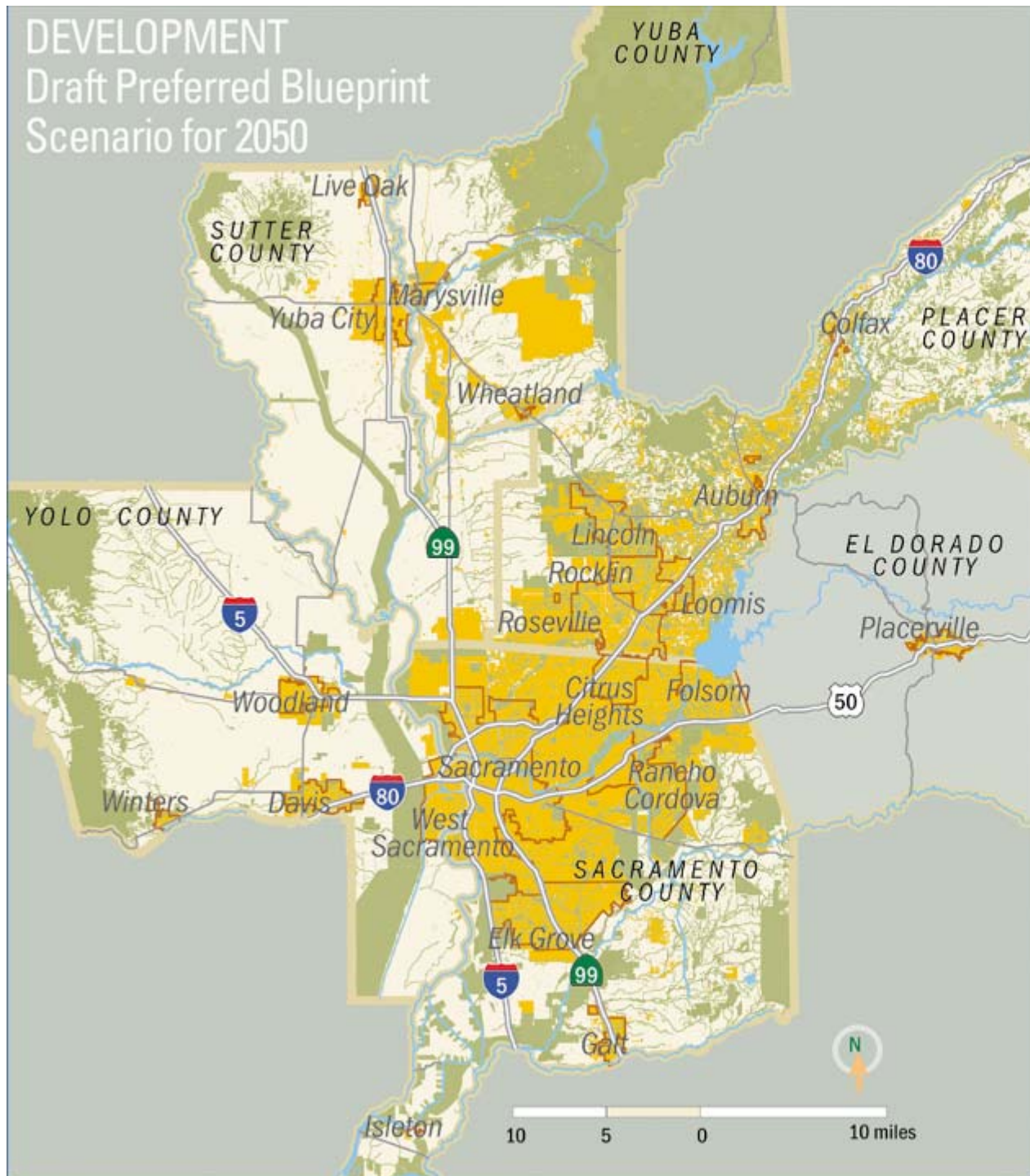
Key to the Map

- areas of existing and future development
- green areas (e.g. open space, parks, wetlands, vernal pools, stream corridors, hardwood stands)
- agriculture and other undeveloped lands
- rivers, streams and lakes
- city boundaries
- highways
- county boundaries

Note: Some vernal pools in Yuba, Sutter and southwest Placer counties are preserved, but are not shown on these maps.

DEVELOPMENT

Draft Preferred Blueprint Scenario for 2050



Key to the Map

- areas of existing and future development
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Note: Some vernal pools in Yuba, Sutter and southwest Placer counties are preserved, but are not shown on these maps.

Rural
Residential



Large-lot
Single-family



Small-lot
Single-family



Attached
Homes



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ALL HOUSING TYPES

Existing Plus Growth in 2050
(in percent)

Existing

5% 63% 3% → 29%

Base Case
Scenario

5% 68% 2% → 25%

Draft Preferred
Blueprint Scenario

3% 45% 18% 34%

0 10 20 30 40 50 60 70 80 90 100

ADDITIONAL URBANIZED LAND

Through 2050
(in square miles)

Base Case
Scenario

661 sm

Draft Preferred
Blueprint Scenario

304 sm

0

175

350

525

700

TRAFFIC CONGESTION Base Case Scenario



Key to the Congestion Map



- Traffic approaching capacity
- Traffic exceeds capacity

TRAFFIC CONGESTION

Draft Preferred Blueprint Scenario for 2050

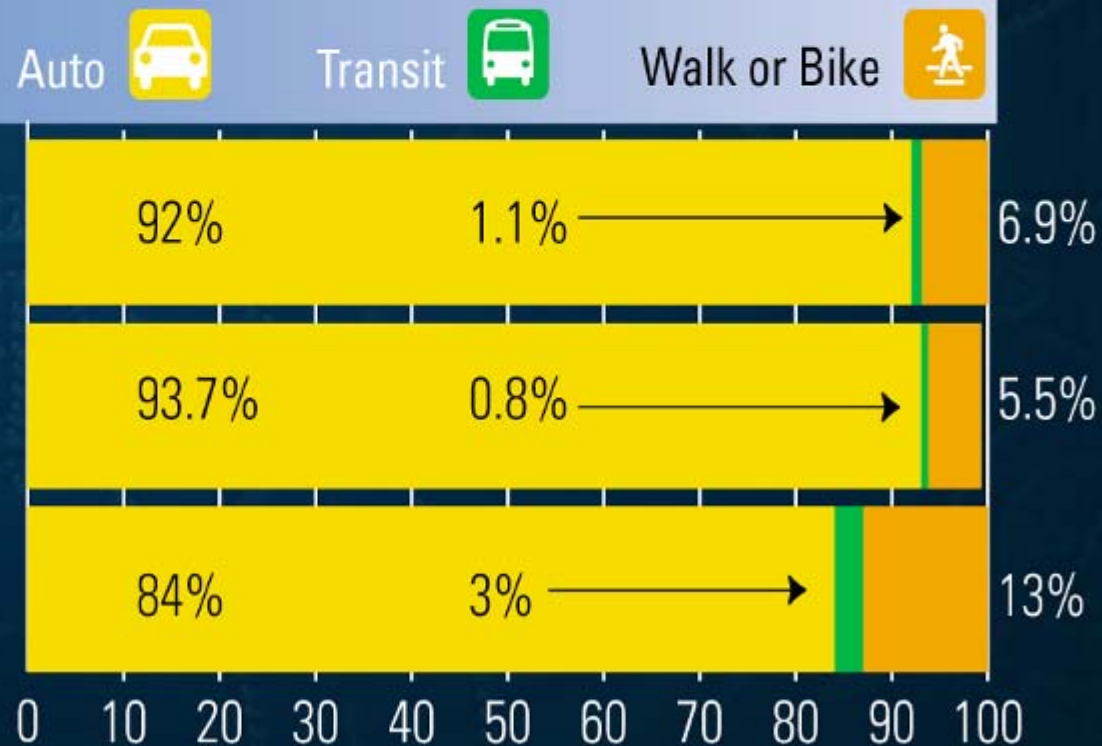


Key to the Congestion Map

-  Traffic approaching capacity
-  Traffic exceeds capacity

TYPE OF TRIPS

(in percent)



VEHICLE MILES TRAVELED

(per household per day)

Existing

- 41.9 -

Base Case
Scenario

- 47.2 -

Draft Preferred
Blueprint Scenario

- 35.3 -

0 10 20 30 40 50

DAILY VEHICLE MINUTES OF TRAVEL

(per household per day)

Existing

64 minutes

Base Case
Scenario

81 minutes

Draft Preferred
Blueprint Scenario

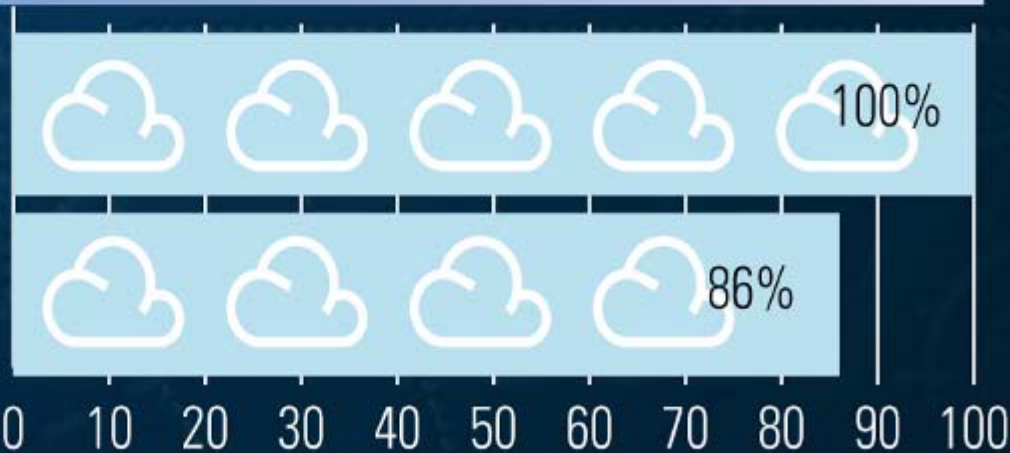
62 minutes

0 10 20 30 40 50 60 70 80 90 100

PER CAPITA IN CARBON DIOXIDE AND SMALL PARTICULATES EMISSIONS

(from vehicles 2050)

Base Case
Scenario



Draft Preferred
Blueprint Scenario

Blueprint Next Steps



- Continue data, modeling, Community Design program
- Provide tool kit to local governments
- **Develop 2030 map with local governments for next MTP**
- Explore:
 - Infill barrier removal options (CEQA, etc.)
 - Systems for managing the urban edge
 - Approaches to open space
- Commitment to updates as we get smarter

City of Lincoln

This is the first in a series of articles featuring local governments using Blueprint principles in built projects, plans, or general plans. In February SACOG Board member Tom Cosgrove gave a presentation to both the SACOG Board and the National Association of Regional Councils regarding Lincoln's smart planning projects and how they pertain to the Blueprint Project.

LIKE MOST CITIES IN THE SACRAMENTO REGION, Lincoln has growth issues to deal with. In fact, in 2003, the U.S. Census Bureau reported that Lincoln was the fastest growing city in California, with the population soaring 25.5 percent between 2001 and 2002. As a result, Lincoln is facing a transition, moving from a small city on the region's edge, to a medium-sized city directly linking to the region's urban core.

During the Blueprint Project planning process, the City of Lincoln approved an updated General Plan that incorporated Blueprint-friendly growth concepts into a 50-year growth horizon. "It just made more sense to plan this way," said Tom Cosgrove, SACOG Director and Mayor of Lincoln.

"The community development department works with property owners to rehabilitate existing buildings for modern purposes," said Cosgrove. "There is a definite benefit to doing things this way."

The City of Lincoln has excellent examples of rehabilitation and reuse of historic buildings:

Regional Report MARCH 2005

Heritage Theatre has an interesting past and a promising future. Once a thriving movie theater beginning in 1920, it closed and was reopened in the 1950s as a bowling alley. Left empty, abandoned and dilapidated for 20 years, the building was purchased by a local church and through reinvestment, has been reborn into a state-of-the-art multi-use performance theater and recreation center. The theatre has something for everyone — a venue for spe-



Heritage Theatre

cial events, meetings and weddings and a large game room complete with classic and current video game systems.

Another example of reinvestment in Lincoln's downtown is **Beermann's Beer Works**. Originally constructed in 1864 by the local Odd Fellows Order, the structure was expanded in 1905. The social hall became a mixed-use development, occupied by local merchants, namely Beermann's Meat Market from 1909 to 1950, and was restored in 2000. It is now home to a restaurant, a special event center, and a microbrewery, appropriately named Beermann's Beerwerks.

"The Beermann's building was a private endeavor done completely without City funds, and is a wonderful example of investing heavily in an old building to bring it up to standard," said Cosgrove. "It's beautiful, useful, and the historical aspects were kept in place."

Formerly a feed store, the **Butterfield Building**, located in downtown Lincoln, has

been a retail center 1883. Recently restored, it includes an Italian restaurant, a florist, an electronics store and other commercial establishments.

Across the street, on the former site of a burned business, stands **Lincoln Plaza**, a brand new mixed-use three-story building set to open this month, that will house retail shops and a restaurant on the ground floor and office space on upper floors.

In addition, the City of Lincoln is providing alternative transportation options by encouraging the use of **Neighborhood Electric Vehicles** or NEVs. NEVs are small electric-powered personal vehicles that can travel up to 25 mph, and have been integrated into transportation plans in Lincoln. Special parking, overcrossings and charging stations are popping up throughout the city to accommodate the growing popularity of these vehicles, especially among aging drivers.

For more information regarding projects within the City of Lincoln visit www.ci.lincoln.ca.us.



Lincoln Plaza



Butterfield Building



Beermann's Beerwerks

City of Roseville

This is the second in a series of articles featuring local governments that are using Blueprint Project principles in built projects, plans or general plans. In March, SACOG Board member Rocky Rockholm gave a presentation to the SACOG Board regarding Roseville's smart planning that incorporates Blueprint principles.

RAPID GROWTH IS NOTHING NEW TO the City of Roseville. According to the Roseville Historic Society, between the years of 1906 and 1908, with the move of the railroad roundhouse and repair station from Folsom to Roseville, this small "village," began to thrive. Clearly, over the last 100 years, Roseville has proven it can adapt to rapid change, and adapt well.

Since 1992, the City of Roseville's population has nearly doubled from 49,500 to 90,739 in 2003. The need for infill is unquestionable, as Roseville's projected population for 2010 is 115,000 residents.*

"The challenges for Roseville are achieving higher density in infill areas and also

in new growth areas," said Rocky Rockholm, SACOG Director and Mayor Pro Tem of the City of Roseville.

Roseville's planning staff is drafting specific implementation strategies mirroring Blueprint smart growth principles and adding community education and monitoring components. "Once examined by the Roseville Planning Commission in April, the implementation strategies are scheduled to be adopted by the City Council in May 2005," said Rockholm. "Community outreach is a primary focus in an effort to encourage public awareness of the growth ahead and the value of Blueprint's 50-year plan of development."

"The strategies that are ultimately adopted will need to reflect Roseville's interests and also maintain its character and quality of life."



Regional Report APRIL 2005



The Stonepoint Project is one key mixed-use high-density project recently approved by the Roseville City Council. Its plan includes two, ten-story towers, 225 high-density housing units, 350 medium-density housing units, and a two-acre park. Stonepoint is a mix of residential and business space, generating walkable neighborhoods and reducing automobile traffic compared to conventional development patterns.

The Riverside Specific Plan, located in the corridor between Douglas and Darling, is one example of an innovative way to improve an infill area. Proposed changes to this one-time "auto row," invoke a community feel, with classic light posts, lush greenery, park benches, and colorful buildings that maximize vertical space and promote mixed-use for business and housing. Other infill reinvestment opportunities include: Douglas Boulevard from Vernon Street to Interstate 80, Douglas from I-80 to Rocky Ridge, Sunrise from Douglas to Kirby, the Fairgrounds and the Historic District.

Other jurisdictions in the region have begun to take notice of Roseville's activities.

Aerial and park-like renderings of the Roseville Specific Plan that features a grid street network, small walkable blocks, commercial zoning around a "village green," apartments, townhomes, a church site and a neighborhood park.

In a show of support, Christopher Cabaldon, SACOG Director and Mayor of West Sacramento, praised Rockholm and the City of Roseville as leaders for other communities.

"Seeing a community like Roseville, which has a demonstrated record of success, visible stability, high quality of services and amenities, makes the kind of efforts that all of us are trying to do in our communities easier," said Cabaldon.

"The strategies that are ultimately adopted will need to reflect Roseville's interests and also maintain its character and quality of life. An important component will be educating the public on the benefits of mixed use opportunities," said Rockholm.

For more information regarding the City of Roseville, visit www.roseville.ca.us.

* City of Roseville Demographic, Development & Employment Profile 2002-2003

City of Rancho Cordova

This is the third in a series of articles featuring local governments that are using Blueprint Project principles in built projects, plans or general plans. In April, SACOG Director Linda Budge gave presentations to the Cap-to-Cap delegation in Washington, D.C., and to the SACOG Board regarding Rancho Cordova's smart planning that incorporates Blueprint principles.

BUILDING A UNIQUE SENSE OF COMMUNITY IS A worthy challenge many new cities, including Rancho Cordova, must face. Through comprehensive civic engagement activities, similar to those used in the Blueprint Project, Rancho Cordova has developed a Draft General Plan rooted in good growth principles that accomplish this feat.

According to Linda Budge, SACOG Director and member of the Rancho Cordova City Council, development of the City has been an on-going

process for the last 150 years. "The real challenge is the transition of Rancho Cordova from a suburb to infusing it with a downtown center on Folsom Boulevard," she said. "Luckily, Blueprint hit us at exactly the right time, as we develop our first General Plan."

Rancho Cordova's Draft General Plan focuses primarily on good growth in infill areas, such as the Folsom Boulevard corridor near the American River Parkway. By including mixed-use and transit-oriented zoning, the Draft Plan promotes an increase in alternative transportation modes, including transit, walking and bicycling, and a decrease in vehic-

ular traffic. Once the Draft Plan is adopted, a comprehensive zoning code will follow.

To create an exceptional community space, Rancho Cordova officials plan to include a central city hall and civic center space, interconnected street grid networks, business park development for accessible work opportunities, and plenty of amenities.

To make the Draft General Plan vision a reality, city officials have set up clear goals and processes. Through a series of public input workshops and guidance from Blueprint's smart growth principles, a new General Plan and Vision Guide were created to help guide the process. In fact, Rancho Cordova will soon have a brand new development to show for all their hard work.

Capital Village, a 150-acre development by Beazer Homes and architectural firm Jeffery DeMure & Associates, between Zinfandel Drive and Prospect Park Drive, embodies the principles of smart growth, and will break ground in May. Based on a village concept, the center of Capital Village will be primarily commercial, featuring stores, offices, restaurants, and other services. Neighborhoods containing a mix of 850 for-sale residential dwellings,



Neighborhood parks, trails, bike paths, and a pedestrian-oriented downtown are amenities Rancho Cordova intends to provide.

ranging from single-family to multi-family homes, will surround the village center. Among several appealing features, Capital Village will make it easy for residents to walk to work, as several large companies including E-trade, Vision Service Plan and Delta Dental are within walking distance.

Specific residential plans for Capital Village also include live/work units, bungalows, cottages, townhomes, and brownstones that include a unique aesthetic touch—alley-loaded garages, similar to those in the Curtis Park neighborhood of Sacramento.

As with all successful good growth ventures, Rancho Cordova's vision requires a solid foundation of community stakeholder interests and consistency throughout implementation.

Can communities grow from a single vision? Rancho Cordova is proving they can thrive.



Nearby schools and regional retail opportunities improve accessibility to work and leisure activities. Illustration: Jeffery DeMure & Associates.

Regional Report MAY 2005

City of Folsom

This is the fourth in a series of articles featuring local governments that are using Blueprint Project principles in built projects, plans or general plans. In May, SACOG Director and Folsom Mayor Steve Miklos and Community Development Director Michael Johnson gave a presentation to the SACOG Board regarding Folsom's smart planning incorporating Blueprint principles.

There is a vision for the City of Folsom's Sphere of Influence (SOI), some 3,600 acres south of U.S. 50, built with direct input and participation from the citizens of Folsom.

More than 200 residents contributed their views on the use of the land area—a rectangular area bordered by Prairie City Road, Old White Rock Road, U.S. 50 and the Sacramento/El Dorado County line—at a series of Community



Visioning workshops last fall. The citizen input, which also included surveys, stakeholder interviews and meetings with 15 current property owners in the area was used to create five possible land-use scenarios for the area.

According to Mayor Miklos, the area contains extensive groves of oak woodlands to be preserved. Along with the woodlands, all five land-use scenarios call for a minimum of 30 percent of the total acreage to be left as natural open space with an additional

four to 20 percent designated for either additional open space or other public uses.

Another common element of the concept plan, shown on four of five scenario maps, is the incorporation of "walkable communities."

"These are mixed-use areas that cluster compact neighborhoods around a central gathering place with shops, restaurants and civic buildings," said Miklos. "The goal is that residents would walk or ride bikes on many routine outings."

Scenario 1 represents the current growth trend, similar to Blueprint's Base Case, illustrating land-use patterns that would result in significant increases in congestion in the future. Conversely, Scenario 5, labeled "Compact Development," presents the boldest move toward smart growth. It offers light-rail connections between employment centers and housing on Prairie City Road and provides more dense and extensive mixed-use development along both Prairie City and Scott roads.

The concept plan also addresses schools, infrastructure, public services, development guidelines, residential development, commercial

development, public uses, transportation, and community character.

Also incorporated in the draft plan are the requirements set forth in Folsom's Memorandum of Understanding with the Local Agency Formation Commission, a document guiding development inside the SOI area. Some of the requirements included are preservation of at least 30 percent natural open space in addition to active recreation areas such as neighborhood parks and golf courses; identification of alternate water sources that protect current water rights; adoption of a transportation plan that will not increase congestion for current residents; and adoption of a schools plan that will not negatively impact existing schools.

City staff presented the City Visioning report to the City Council on May 24. Final action is scheduled for late June. For additional information regarding Folsom's Visioning process visit www.folsom.ca.us/visioning or call (916) 355-7222.

Portions of this article are courtesy of the City of Folsom's November 2004 Newsletter.



(Above) The new light-rail station currently under construction at Folsom Boulevard and Janss Road.



(Right) Historic Sutter Street in Folsom showcases the town's history.

City of West Sacramento

This is the fifth in a series of articles featuring local governments using Blueprint Project principles in built projects, plans, or general plans. In June, SACOG Director and West Sacramento Mayor Christopher Cabaldon gave a presentation to the SACOG Board regarding West Sacramento's smart planning incorporating Blueprint principles.

"When it comes to smart growth, there is only A, B, or F. There is no D or C. If you're not going to do it right, then you might as well go back to the old way of doing things," said Christopher Cabaldon, SACOG Director and Mayor of West Sacramento.

Currently, the city of West Sacramento has more than 30 development or redevelopment projects and plans in the works including residential, retail, commercial and mixed-use units. One project at a



West Sacramento's Triangle Waterfront plan proposes a vital business district and a pedestrian-friendly bridge connected to Sacramento's R Street.

time, West Sacramento is embracing the concepts of smart growth to attract development and increase the economic livelihood of Sacramento's neighbor-city across the river. Within the Sacramento Riverfront Master Plan, a comprehensive plan for development along both sides of the Sacramento River, there

are numerous revitalization projects in the works.

Specific plans for the triangular section of land bordered by the Ziggurat Building (the former Money Store), U.S. 50 and Business 80, and the Sacramento River are anything but square. Visions for this land are for high-density uses through the creation of a new and vital business district connected to downtown Sacramento via a more pedestrian and bicycle-friendly Tower Bridge. Plans depict a waterfront with a variety of business developments lined with trees and pedestrian paths along the river, as well as, a pedestrian bridge linking Sacramento's R Street to an amphitheater and terrace in West Sacramento.

"The Triangle is the most challenging area of development, but also one of the greatest opportunities," said Cabaldon. "The major chal-

lenges are all transportation-based. How do we get transportation investment money now to reflect where we are going, as opposed to where we are? We need to consider urban streets, new interchanges and other improvements."

West Sacramento plans to capitalize on funding opportunities through development of the West Capitol Corridor, a central business district with mixed-use buildings adjacent to residential, attached townhomes, facilitating commute-friendly transportation alternatives aligned with Blueprint principles.

As West Sacramento grows more intensively, the demands of a growing population for public services increase. Many of the projects and plans in play are labeled "opportunity zones," or proposals that represent an investment in affordable housing, the integration of schools and education facilities, and green development.

Opportunity zones within the triangle area include *Ironworks* and *Raley's Landing*; plans around the city also include urban infill at *Metro Place at Washington Square* and at the northeast corner of 5th and 4th streets.

With smart-growth plans, such as the Sacramento Riverfront Master Plan and targeted opportunity zones, West Sacramento earns an "A."



The West Capitol Corridor promotes mixed-use development combining a central business district with residential, attached townhomes.